

**DRAFT**

3. Neighborhood Sub-Areas

The building blocks of the Near Southeast are a series of smaller neighborhoods of distinct character, land use or physical definition. These discreet areas are not currently well-connected to one another, and the creation of linkages between isolated precincts is a core principle of the Urban Design Framework. By establishing greater mixed-use character in various sub-areas, an overlapping identity will emerge for the Near Southeast as a whole. An integrated system of public parks, trails, and open spaces, an extension of streets to the river, and a transformed M Street will be key to tying the various areas together to form a vital, urban neighborhood.

South Capitol Gateway

The South Capitol Gateway sub-area is currently defined by the north-south express road between the Frederick Douglass Bridge and the US Capitol Building and its surrounding industrial uses. This limited-access roadway splits the Near Southeast from the neighboring Southwest community and moves traffic rapidly through the area. Historically, this 18-block area has been defined by private industrial uses, but recent development along M Street and proposed development at the Florida Rock Site include new commercial and mixed use projects.

The primary goals that should guide future development in the South Capitol Gateway sub-area are:

- Strengthen key east-west street connections to the Southwest on I Street, M Street, N Street and P Street;
- Transform South Capitol Street into a grand urban boulevard;
- Encourage mixed-use development, including housing and ground-floor retail, through zoning regulations.

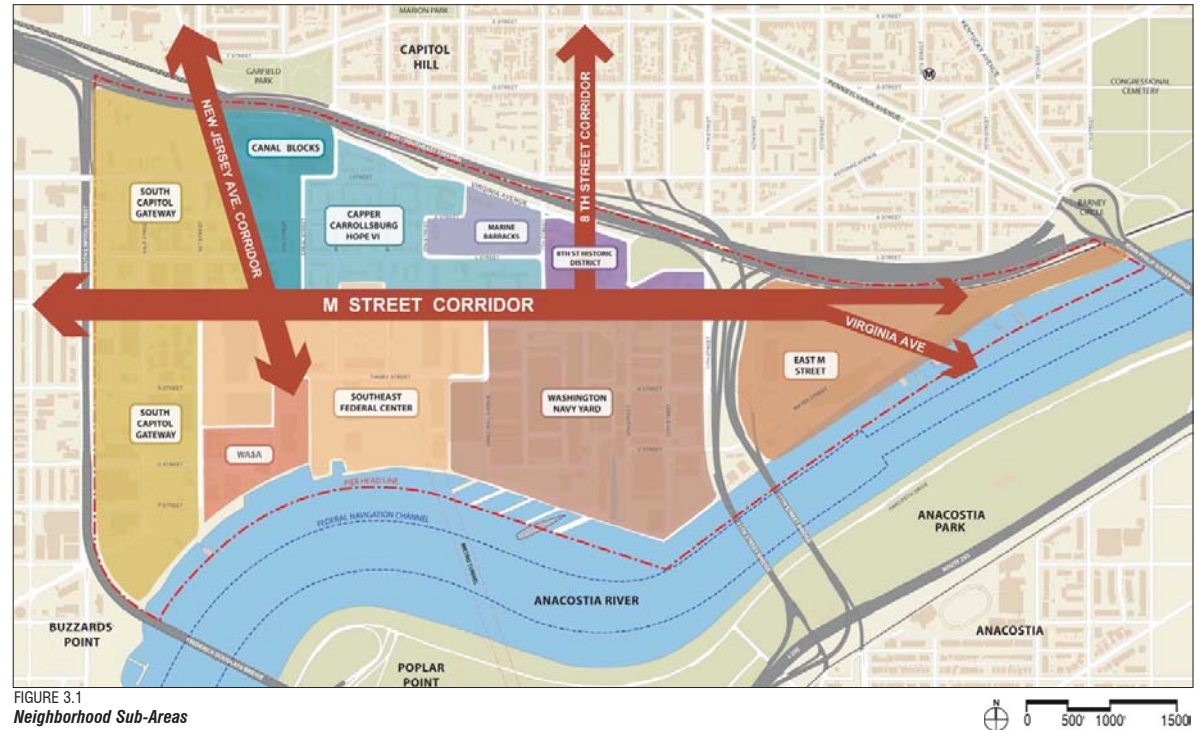


FIGURE 3.1
Neighborhood Sub-Areas



FIGURE 3.2
South Capitol Street



FIGURE 3.3
Canal Blocks



FIGURE 3.4
WASA

**DRAFT****Canal Blocks**

This area is named for the historic Washington Canal, which provided a water-borne connection between the Anacostia River and the Potomac River via the National Mall. Three remnant blocks of land remain which once contained the historic canal along Second Street SE. The three blocks are federal reservations under District jurisdiction and are surrounded by significant development sites, including two financed building projects to the west and the Capper Carrollsburg HOPE VI site to the east. A former trash transfer station has been contributed to the HOPE VI redevelopment project by the District of Columbia. The Canal Blocks themselves are currently used for DCPS school bus parking.

The primary goals that should guide future development in Canal Blocks sub-area are:

- Create a neighborhood park on the historic Canal Blocks;
- Encourage mixed-use development around the blocks with an emphasis on active ground floor uses in future buildings;
- Provide open space connections between the new Canal Blocks Park with Garfield Park to the north and south to the waterfront.

WASA

Largely surrounded by the SEFC site and including a stretch of waterfront, the Washington Area Sewer Authority (WASA) property includes a significant historic pumping station. This beaux-arts style structure is located at the terminus of New Jersey Avenue at the river, creating a key landmark for the area. The remainder of the property includes additional WASA facilities and administrative space, currently under evaluation as part of a comprehensive planning process for modernization of the city sewer systems.

The primary goals that should guide future development in the WASA sub-area are:

- Introduce continuous waterfront access along the shoreline of the Near Southeast by building the Anacostia Riverwalk;
- Seek to relocate all non-site dependent uses, reintroduce new streets and prepare excess parcels for neighborhood housing redevelopment;
- Celebrate the historic character of the Main Pumping Station and creatively integrate the structure into the network of surrounding public open spaces.

Southeast Federal Center

Owned by the US General Services Administration (GSA), the Southeast Federal Center (SEFC) is a former weapons manufacturing facility adjacent to the Washington Navy Yard. The SEFC Public-Private Redevelopment Act, passed by Congress in 2000, allows the GSA to redevelop the site jointly with the private sector. Envisioned as a mixed-use development including housing, public parks and open space and improved waterfront access, a portion of the SEFC has also been selected as the site for a new 1.7 million square foot headquarters for the US Department of Transportation, currently in design.

The primary goals that should guide future development in the Southeast Federal Center sub-area are:

- Create a new high density mixed-use waterfront neighborhood with a destination waterfront park serving the local and regional community;
- Extend the L'Enfant street grid onto the SEFC site in a manner which promotes multi-modal access to the waterfront;
- Connect the SEFC site to the residential neighborhoods to the north through pedestrian-friendly waterfront access and retail activity along M Street and the waterfront;
- Integrate and preserve historic structures in the redevelopment of the site and seek creative solutions to their adaptive reuse.



FIGURE 3.5
Southeast Federal Center



FIGURE 3.6
Capper-Carrollsburg HOPE VI Project Area



FIGURE 3.7
Marine Barracks Site

Capper-Carrollsburg

This 20-acre area encompasses 13 city blocks of what is currently primarily public housing and a portion of the M Street corridor. With its one to four family unit residences and local high school, the Capper-Carrollsburg sub-area has a long history as a residential neighborhood, and is currently the only residential area in the Near Southeast. The Capper-Carrollsburg area includes the federally supported HOPE VI residential redevelopment, which combined with other planned mixed-use development will transform this area into a 1,500 unit mixed-income neighborhood of townhouses and apartment buildings. New public open spaces linking this area to adjacent neighborhoods include the proposed Canal Blocks Park and the US Marine Barracks playing fields (with a public access agreement). Along the M Street corridor, higher density residential development will complement existing and new commercial office buildings.

The primary goals that should guide future development in the Capper-Carrollsburg neighborhood sub-area are:

- Transform public housing to a mixed-income neighborhood with a 1:1 replacement for all public housing units;
- Extend the neighborhood scale and architectural character of Capitol Hill to the south side of the Southeast Freeway in order to create more neighborhood continuity on both sides of the freeway;
- Organize higher density apartment buildings along the Canal Blocks Park in order to take advantage of park views and open space;
- Create linkages between the Capper-Carrollsburg sub-area and Southeast Federal Center Park, Canal Blocks Park, the Virginia Avenue Greenway, and the Marine Barracks playing fields.

**DRAFT****Marine Barracks**

The Marine Barracks sub-area includes the proposed US Marine housing facilities and open space, and abuts Virginia Avenue to the north and the Capper-Carrollsborg HOPE VI development to the south and west. Concurrent to the HOPE VI development, the federal government is adding 200 new residential units to the Marine Barracks facility and sizeable recreation space which will occupy the land area of a former L'Enfant reservation.

The primary goals that should guide future development in the Marine Barracks sub-area are:

- Create new recreational ballfields on the L'Enfant reservation land which can be jointly used by the Marines and the surrounding community, and are connected to the proposed green corridor along Virginia Avenue;
- Seek to sensitively address facility security challenges in a manner which is compatible with the residential character of Capitol Hill;
- By integrating architecture and streetscape design along Virginia Avenue, K Street, and L Street, connect the Capper-Carrollsborg neighborhood to Capitol Hill and the 8th Street historic district.

8th Street

Forming a southern extension of the Capitol Hill designated Historic District, the 8th Street sub-area includes the greatest remaining concentration of historic structures in the Near Southeast. This quality provides the area with a distinct architectural character, as well as a strong connection between Capitol Hill and the historic Washington Navy Yard. The strength of this linkage between the north and south is somewhat broken by the real and perceived barrier created by the highway overpass. A large and underutilized open space lies at the eastern end of the area.

The primary goals that should guide future development in the 8th Street sub-area are:

- Reinforce the neighborhood retail uses along 8th Street in order to enhance its vitality;
- Preserve the architectural character of this historic district;
- Seek creative alternatives to renovate and preserve the "Blue Castle" building at the corner of 8th and M Streets;
- Mitigate the barrier of the freeway overpass through infill projects and an enhanced green connection along Virginia Avenue.

Washington Navy Yard

The Washington Navy Yard is both a major historic asset and a key economic anchor for the Near Southeast and Washington DC. Accommodating 10,800 employees on 72 acres, the Navy Yard supports the nearby development of commercial office space along the M Street corridor and at Maritime Plaza, as well as the growing retail activity on 8th Street.

Established in 1799, the Navy Yard is one of the nation's oldest continuously operating military bases, and its historic structures and landscapes provide an important cultural attraction for the Nation's Capital. Recent work along the Navy Yard waterfront has created a publicly accessible Riverwalk and park. Access from the neighborhoods to the north is limited by security requirements which restrict the number of entry points, creating a barrier between upland neighborhoods and the waterfront.

The primary goals that should guide future development in the Washington Navy Yard sub-area are:

- Encourage appropriate public access to the Navy Yard given existing security requirements;
- Connect the Navy Yard to the residential neighborhoods to the north through pedestrian-friendly waterfront access, and to the M Street corridor through street-level retail and activity;
- Introduce continuous public access along the shoreline via the Riverwalk without impacting Navy Yard security requirements;
- Promote awareness of the Navy Yard as a city-wide and national historic treasure.

East M Street

This area has historically been dominated by industrial uses, such as the Washington Gas and Stewart Petroleum plants. Cut off from the rest of the Near Southeast to the west and the Capitol Hill district to the north by highway overpasses and rail connections, this sub-area has been physically and psychologically isolated. The former Washington Gas property is currently being redeveloped as Maritime Plaza, an office and hotel complex, while other uses in the area include a series of boathouses and clubs along the river. Maritime Plaza is partially complete, creating a new employment center affiliated with the Washington Navy Yard. The steep drop in elevation along Water Street provides new development in this focus area with expansive views of the Anacostia River.

The primary goals that should guide future development in the East M Street sub-area are:

- Introduce new uses which take advantage of beautiful river views and help to create public destinations and amenities;
- Energize the waterfront parklands with a series of active uses such as improved boat houses and rowing facilities which complement existing marinas;
- Recover a segment of Virginia Avenue as a public gateway to the Anacostia River.



FIGURE 3.8
8th Street



FIGURE 3.9
Washington Navy Yard



FIGURE 3.10
East M Street